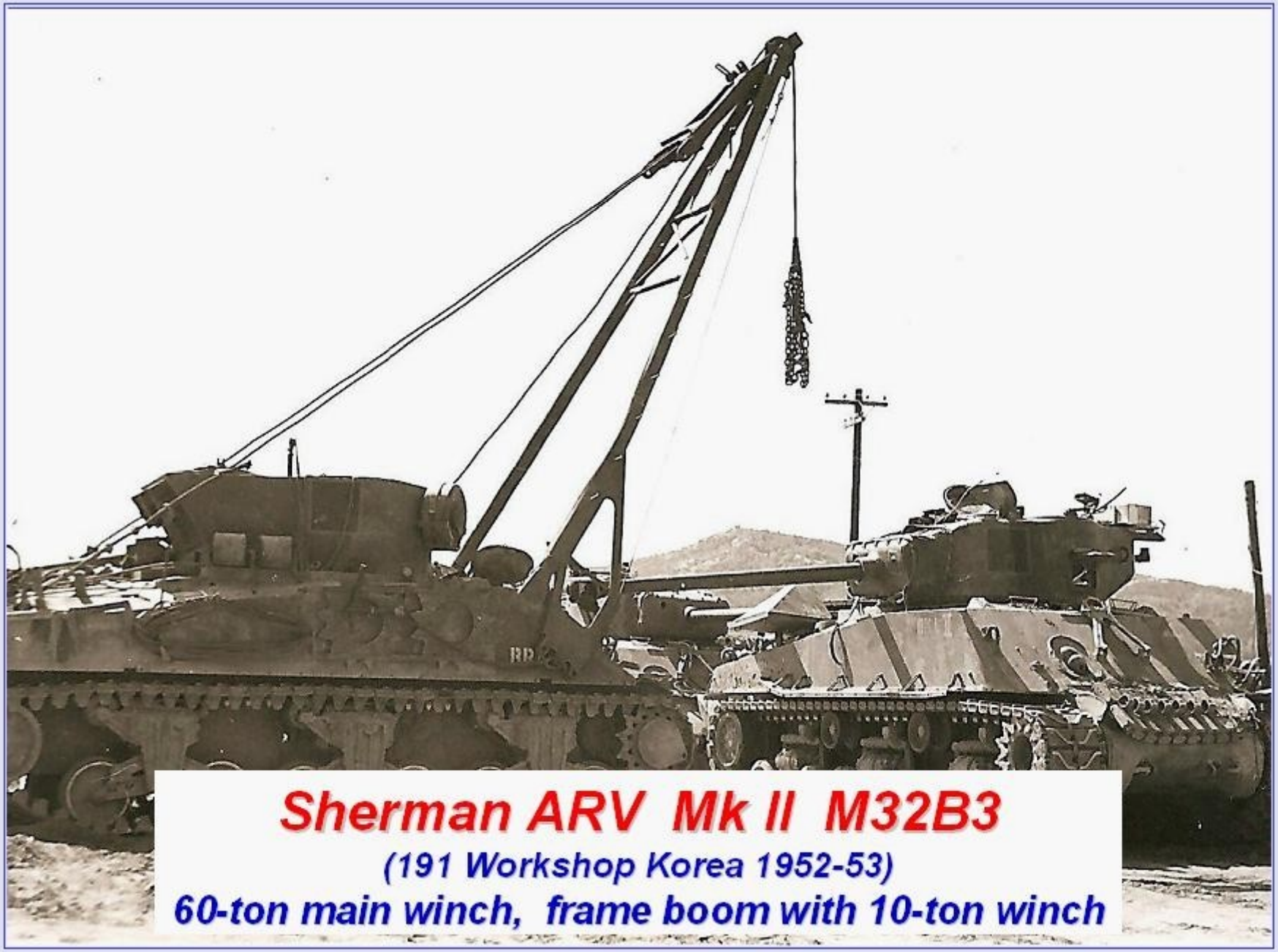
The Corps
of
Royal Canadian Electrical and Mechanical Engineers

RCEME Recovery Vehicles

A Presentation for the
31st Reunion of the RCEME Association
29-31 May 2009

By
Murray Johnston

The RCEME Heritage Archives



Sherman ARV Mk II M32B3

(191 Workshop Korea 1952-53)

60-ton main winch, frame boom with 10-ton winch

Centurion ARV Mk II

(Royal Ordnance Factories)

based on Centurion Mk V hull, 30-ton main winch

M578

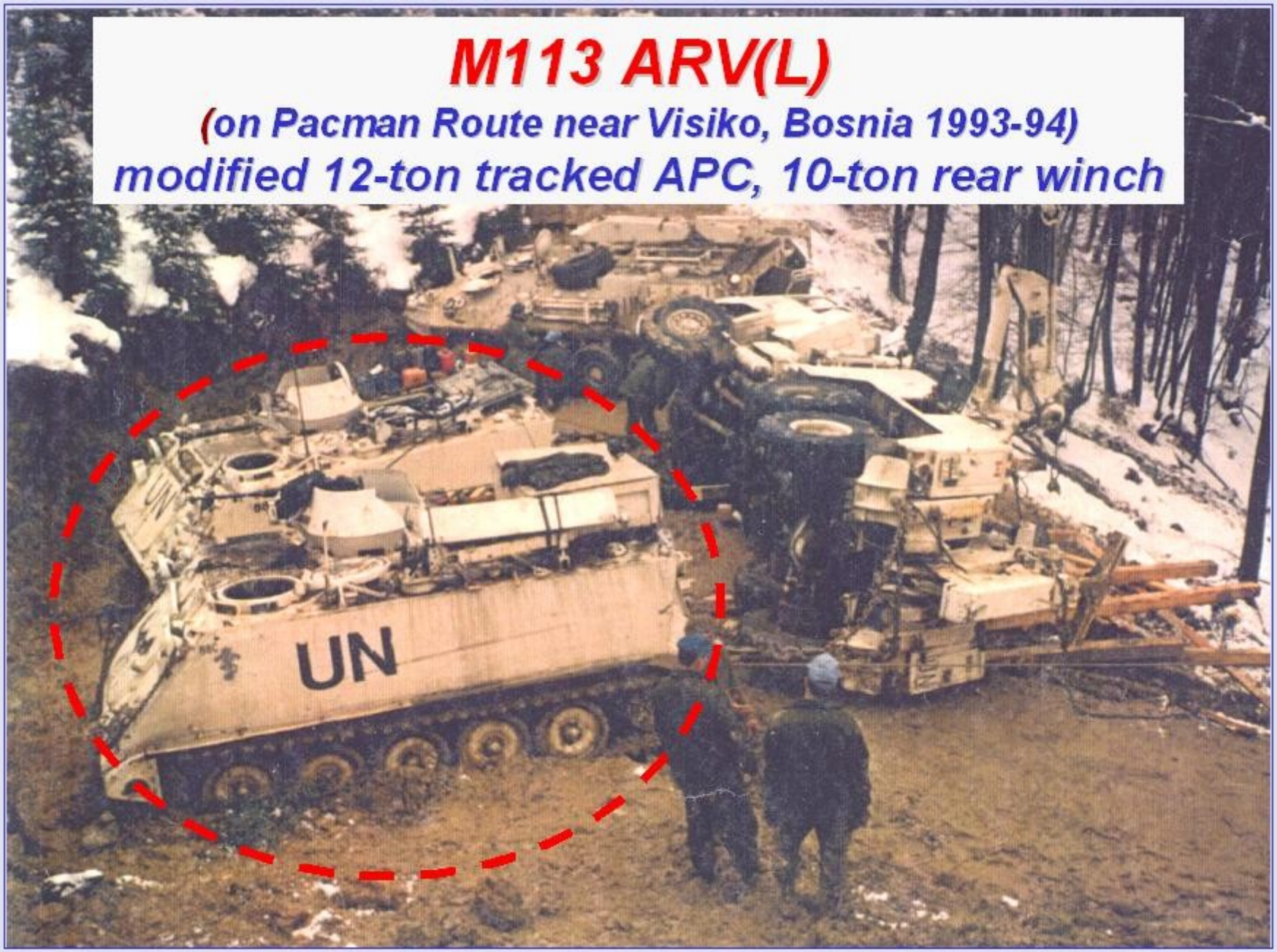
(designed for recovery of M109 155mm SP gun)

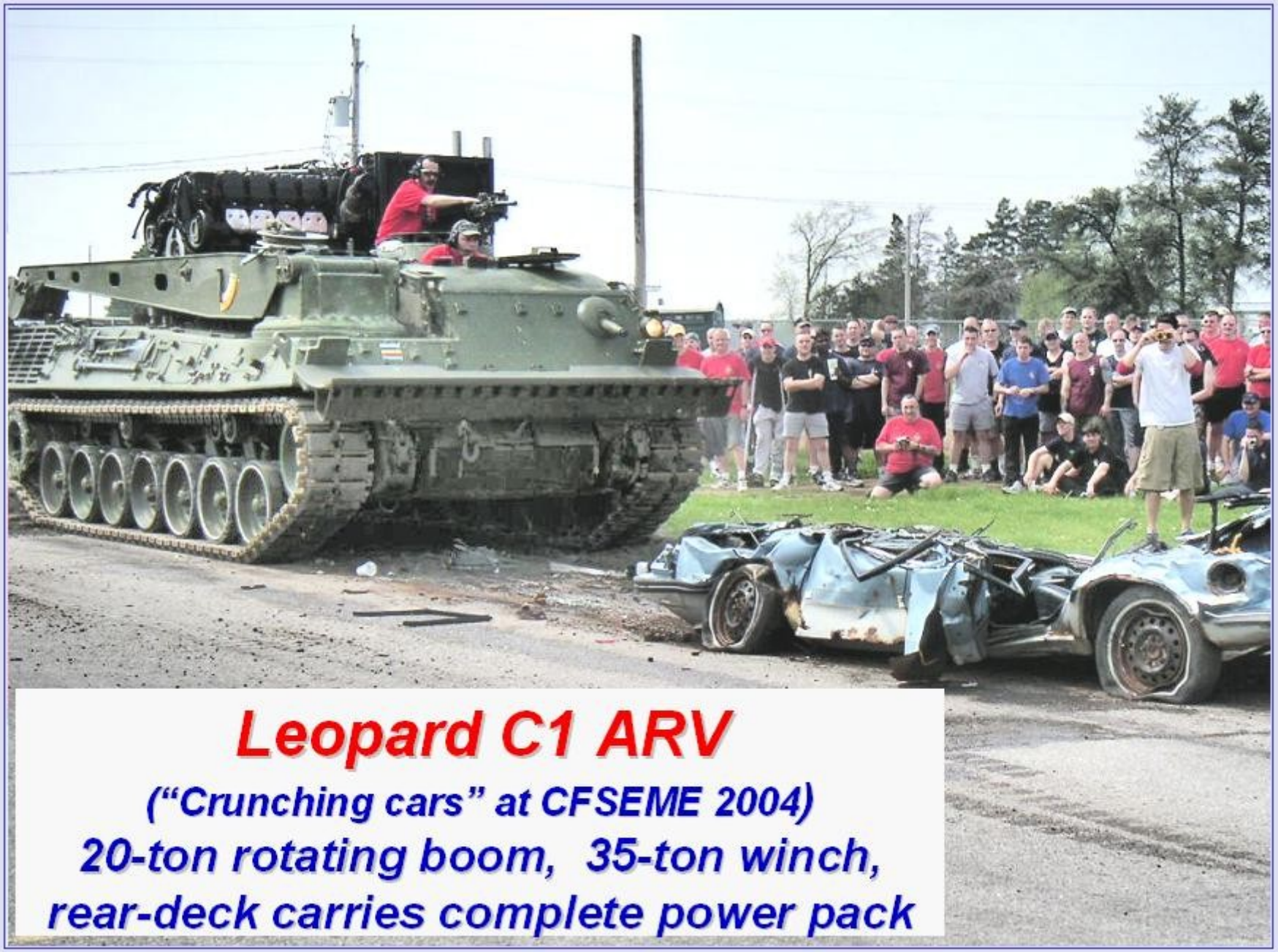
15-ton crane in fully rotating turret, 30-ton winch

M113 ARV(L)

(on Pacman Route near Visiko, Bosnia 1993-94)

modified 12-ton tracked APC, 10-ton rear winch

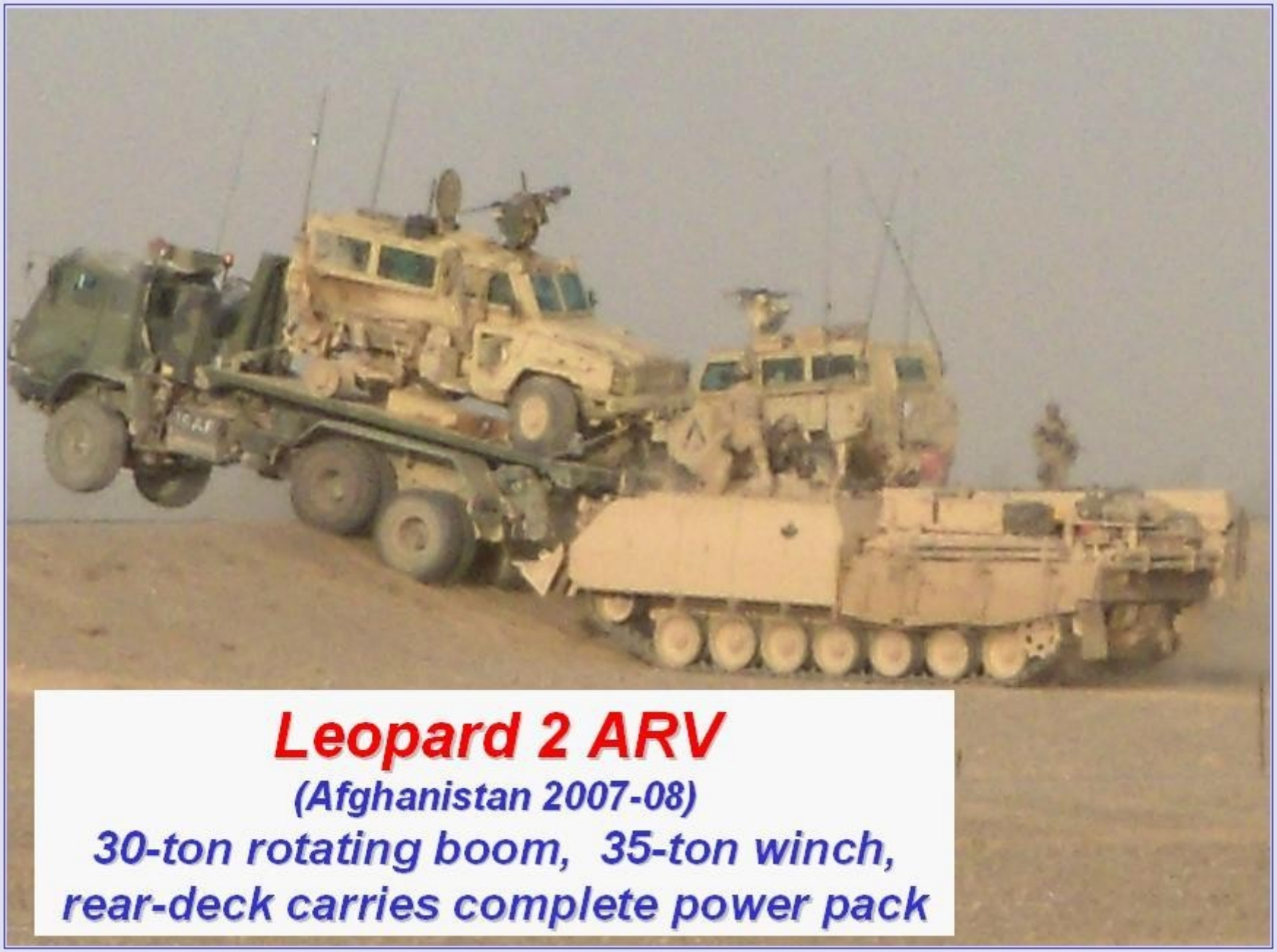




Leopard C1 ARV

("Crunching cars" at CFSEME 2004)

20-ton rotating boom, 35-ton winch, rear-deck carries complete power pack



Leopard 2 ARV

(Afghanistan 2007-08)

30-ton rotating boom, 35-ton winch, rear-deck carries complete power pack

Here is a look at some
Caterpillar
Tractors

D-4 Caterpillar Tractor light recovery

D-8 Caterpillar Tractor heavy recovery

winch, no blade, some had armoured cabs

Here is a look at some

Armoured MRT Vehicles

(Mobile Repair Team)

Bison (8x8) AVGP MRT

(on Pacman Route near Visiko, Bosnia 1993-4)

10-ton Capstan crane front and rear pull, 4½-ton HIAB crane

Husky (6x6) AVGP MRT

(Bosnia 2000)

10-ton Capstan crane front & rear pull,
4½-ton HIAB crane

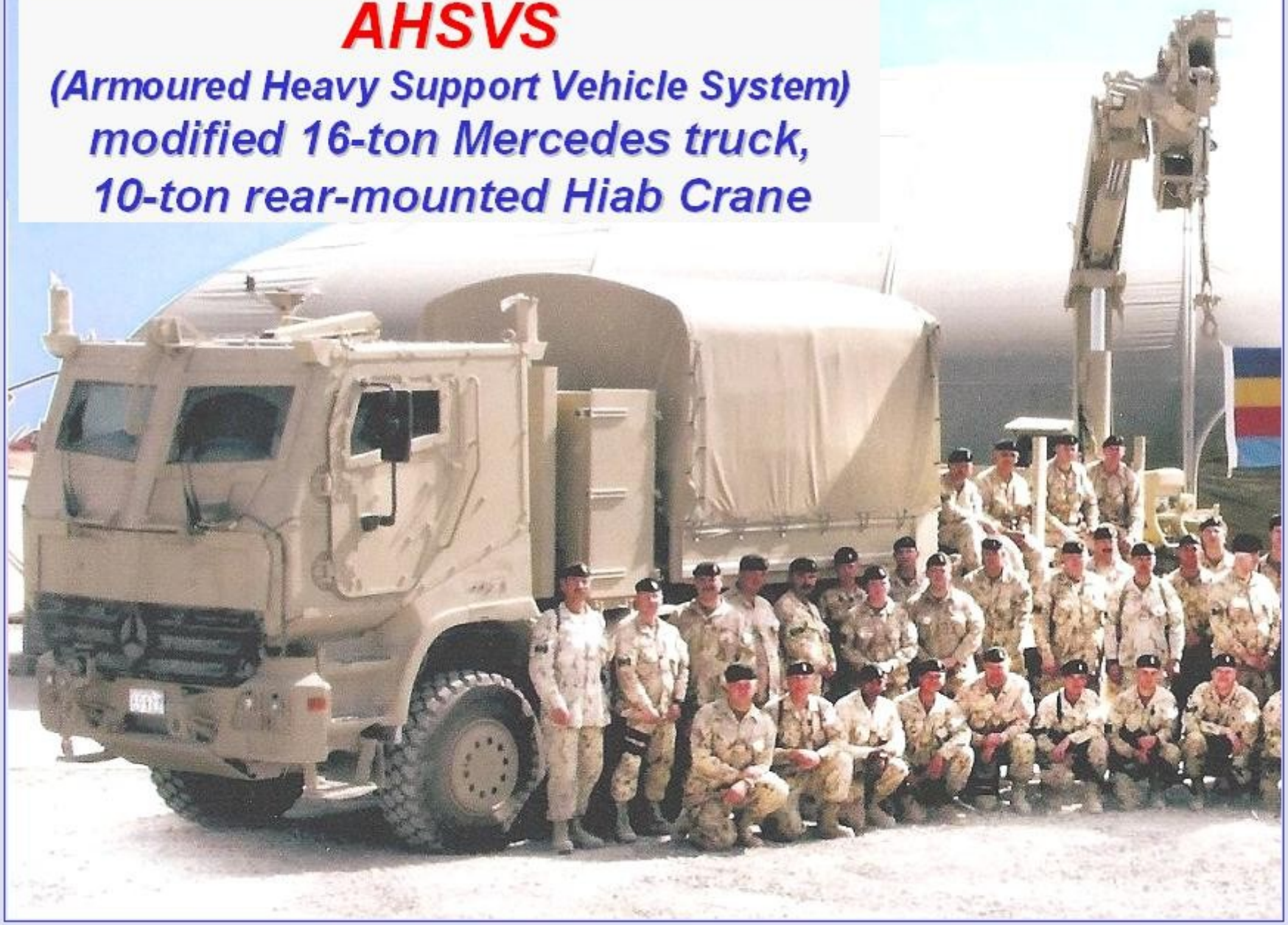
Bison (8x8) AVGP MRT

(Eritrea 2001)

10-ton Capstan crane front and rear pull, 4½-ton HIAB crane

AHSVS

(Armoured Heavy Support Vehicle System)
modified 16-ton Mercedes truck,
10-ton rear-mounted Hiab Crane



Unarmoured Recovery Vehicles

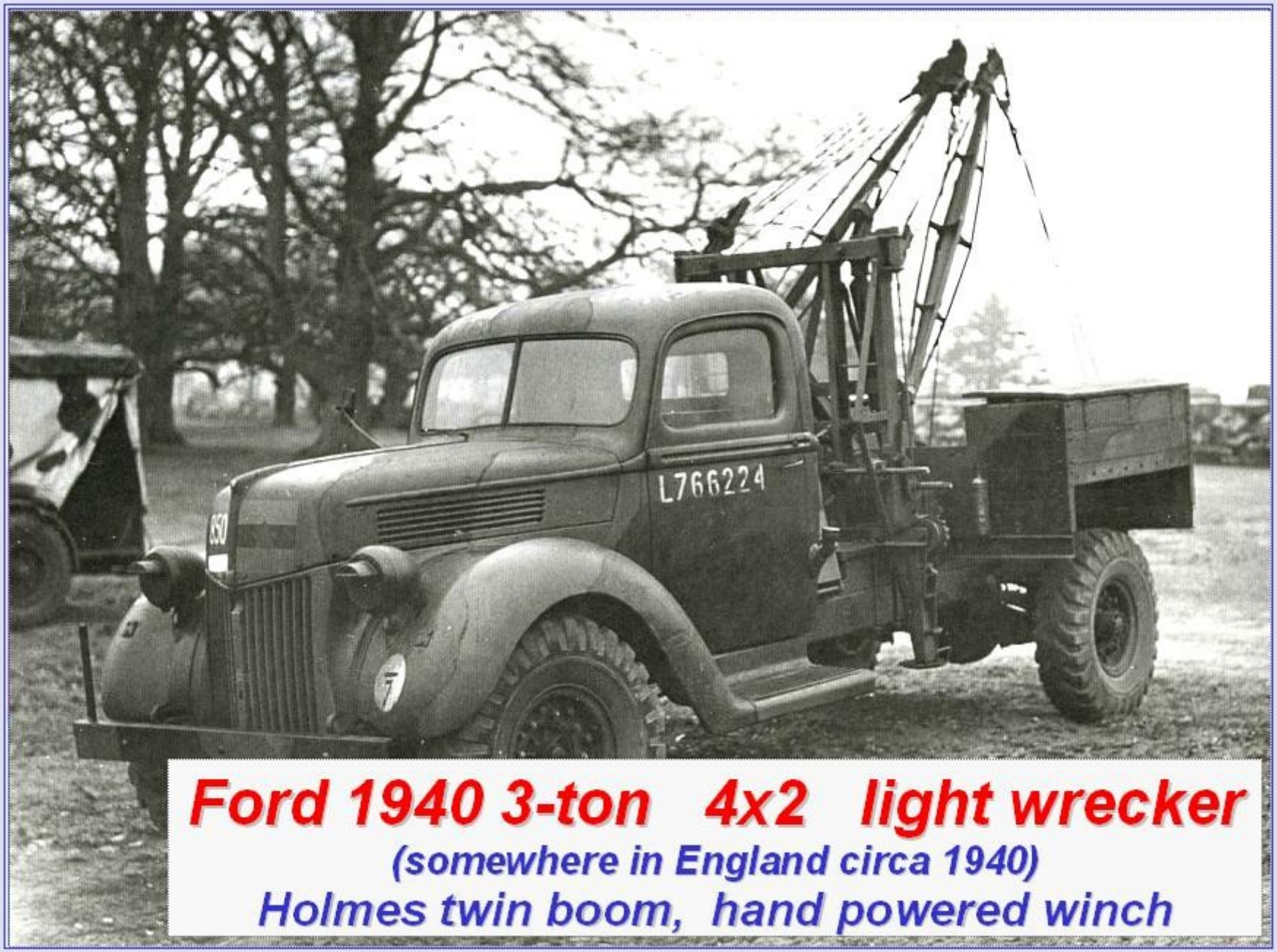
reflect our work behind the front lines.

They include

Wreckers and Transporters & trailers

Here is a look at some

Wreckers



Ford 1940 3-ton 4x2 light wrecker

(somewhere in England circa 1940)

Holmes twin boom, hand powered winch

Prototype 60cwt CMP light wrecker

(being tested behind the Kingston workshop 1941-42)

60-CWT CMP 4x4 light wrecker

Garwood twin boom, powered winch

60-CWT CMP 4x4 light wrecker

Holmes twin boom, powered winch

Diamond-T 4-ton 6x6 medium wrecker

(Germany 1950s)

Holmes 10-ton twin boom, front mount 12½-ton winch

Mack 5-ton 6x4 medium wrecker

(Normandy landings June 1944)

Garwood 16-ton twin boom, rear mount 20-ton winch

Ward La France 10-ton 6x6 heavy wrecker

single 10-ton swinging boom,
10-ton front and 20-ton rear winches

M62 5-ton 6x6 medium wrecker

(Moncton, N.B. 1960s)

10-ton single swinging extending boom,
10-ton front and 22½-ton rear winches, gas engine

M543 5-ton 6x6 medium wrecker

(The "Cultus Queen" in CFB Chilliwack, BC)

10-ton single swinging extending boom,

10-ton front and 22½-ton rear winch, gas engine

M818 5-ton 6x6 medium wrecker

(in Cambodia 1993)

10-ton single swinging extending boom,
10-ton front and 22½-ton rear winch, diesel engine

M.A.N. 10-ton 8x8 heavy wrecker

(purchased for use in Germany)

20-ton boom crane, 45-ton winch

M.A.N. 8x8 heavy & Renault 4x4 wreckers

(purchased by UN for use the Golan)

HLVW Steyr 10-ton 6x6 heavy wrecker

(roadside truck recovery in Rwanda 1994-5)

Vulcan under-reach recovery gear,
25-ton winch, 5-ton boom crane

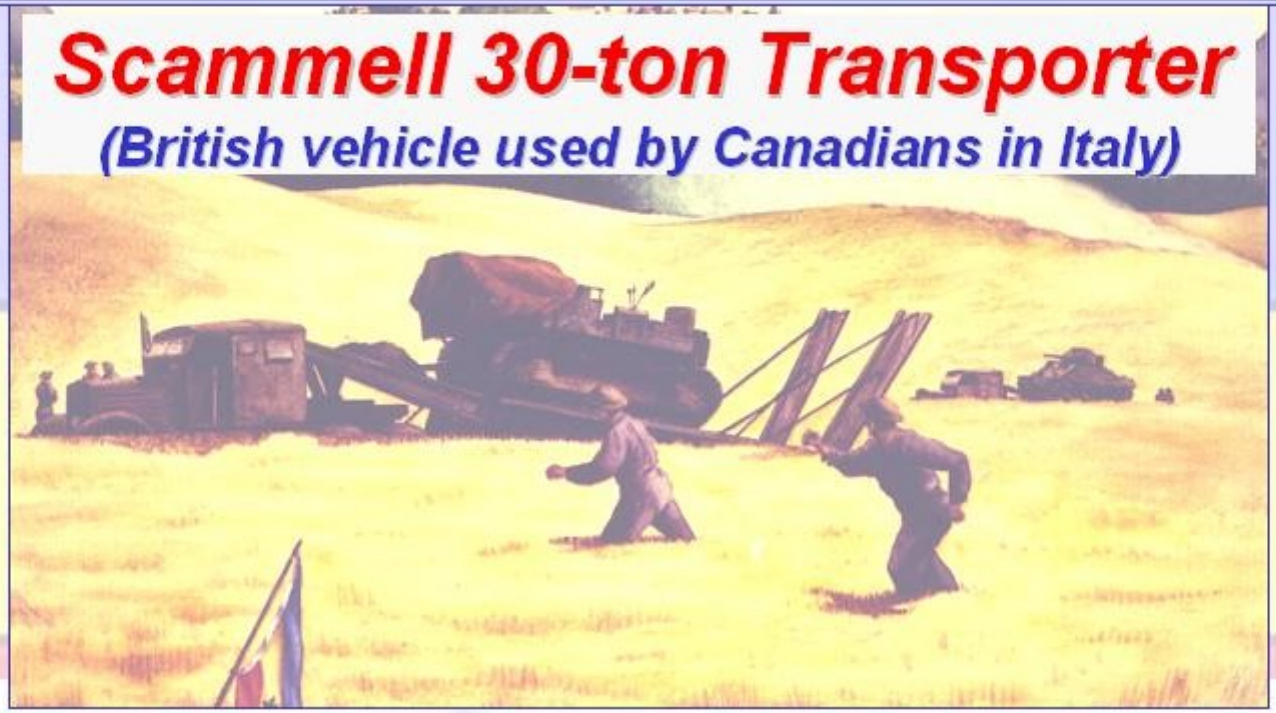
3-ton 4x2 medium wrecker

(EME Workshop, Bagotville)

10-ton crane, medium duty tow winch,
1¼-ton wheel lift system

Scammell 30-ton Transporter

(British vehicle used by Canadians in Italy)



7½-ton Light Recovery trailer

(used during World War 2 and until the 1970s)

Built by Cranes, Rogers etc.

40-ton Tractor-Trailer

(Italy WW2)

Diamond -T 40-ton tractor, 40-ton trailer

M26A1 "Mighty Mouse"

(Korea 1952-53)

12-ton 6x6 tractor, 50-ton semi-trailer,
twin 30-ton winches behind cab, 17½-ton front winch

Autocar tank transporter

(Hanover, West Germany 1950s)
designed for Northwest Highway,
12-ton 6x4 tractor, 50-ton 8-wheeled trailer

Faunwerke 8x8 tractor-trailer

(West Germany 1992)

unit never separated, twin 40-ton winches, designed for Leopard Main Battle Tank

EME Technicians
are innovative. They
make or modify
Vehicles
to help them
do their job better.
Here are two examples.

Here is a look at some

Innovative EME Vehicles

In the 1960s the

Maintenance Section in Cyprus

had no vehicle for light recovery.

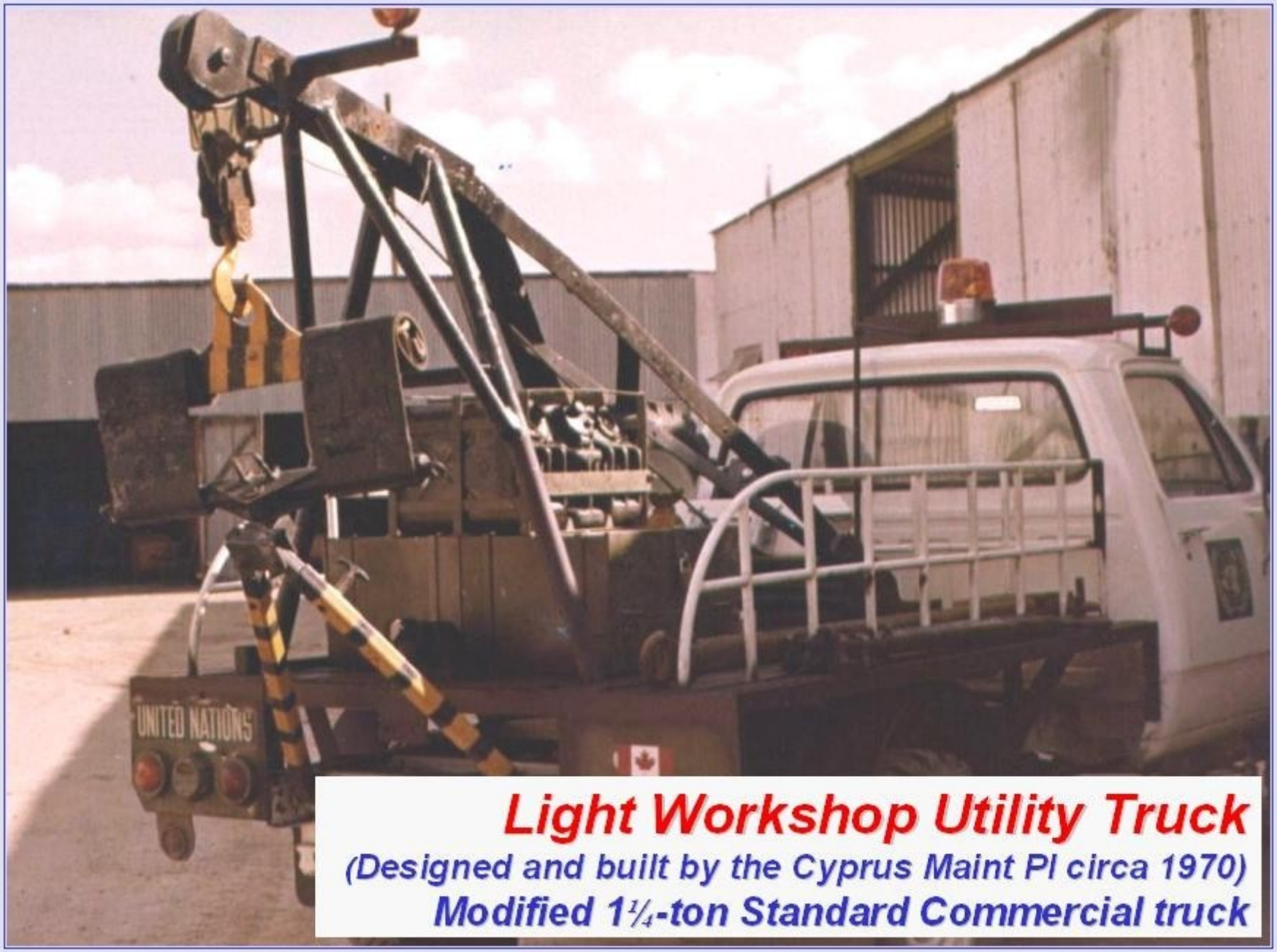
So they modified an existing vehicle and made a

Light Workshop Utility Truck.

Light Workshop Utility Truck

(Designed and built by the Cyprus Maint Pl circa 1970)

Modified 1¼-ton Standard Commercial truck



Light Workshop Utility Truck

(Designed and built by the Cyprus Maint Pl circa 1970)

Modified 1¼-ton Standard Commercial truck

In Forward Operating Bases
in Afghanistan to-day,
EME soldiers
work in dispersed locations to help
safeguard personnel and equipment.
In order to get around
the FOB better,
one enterprising EME team
developed the
"Afghanasaki"

"Afghanasaki"

Speeds up movement between dispersed work locations.
Seat doubles as spare parts container. No Brakes.
All components returnable or reusable. Nil cost.

Hello from Afghanistan:

As we sit here worlds away from our motherland and families in Canada, the thought of getting together in such a remote and dangerous part of the world to brainstorm ideas for a project that's fun and will bring team cohesion was a rewarding task. A group of us deployed to Afghanistan for six long months built a motorcycle (of sorts) with spare parts found lying around camp, collecting dust. The team was comprised of a variety of mechanical skills and took 15-20 hours to build the desert machine. The final product was called Afghanasaki. Whether back home or worlds away, we Canadians need to ride our steel horses at any opportunity, even if we have to build our own.

I came upon a *CHILL* magazine here that someone had brought, read some articles and thought that I should write about our project, so thank you *CHILL* for being very informative on different subjects.

BASICS ON THE BUILD

- 15-20 hrs to build
- Everything was cut by eye - nothing was measured. We wanted to see if we could do it without measuring.
- BUILDERS: MCpl Ross Reid, Cpl Jeff Blackmore and many others too numerous to mention.
- Rear tire is off a Gator trailer.
- Front tire is for the rear of a Gator.
- No brakes because they are for sissies.
- 9 horsepower motor.
- Hooked to a skidoo style clutch on the front and the secondary driven gear of a Gator.
- Seat is made from 2 Para flare ammo cans.

It was designed with the intent that if we needed any piece, it could be removed serviceable and returned to be used on a vehicle if need be.

Warning !

In Recovery operations avoid overkill

(Aldershot, N.S. Summer 2002)

Disclaimer

A great deal of time has been donated by many dedicated veterans, to accurately identify these vehicles.

However, some mistakes may have occurred. So if you spot an error, let us know so that we can make corrections.

Arte et Marte